

First Canadian Triple Crown Classic

Potentially A \$100,000 Purse!!!

CANADA



Hi fellow fanciers,

A few fanciers racing in the Southern Ontario region of Canada have put together what we believe to be a first in Canada. We have organized a series of three races to be flown in the space of eighty days, all to the same "one loft" located in the countryside thirty miles North-East of Metropolitan Toronto. This race should be a unique challenge to both the bird and the breeder, as well as being a tremendous social event. And best of all... the winner will receive a huge jackpot!!

Americans have enjoyed many successful futurity one-loft races in recent years. To the best of our knowledge, there has never been a Triple Crown Race attempted in Canada before. It is not only open to Canadians, but also to Americans in the continental United States. It would be nice to be able to extend our welcome to all competitors throughout the World. Unfortunately, due to quarantine restrictions, we cannot extend this race beyond our continental limits.

What happens is that birds that are entered will fly a 100 mile race on Sunday, September 7, a 200 mile race on Wednesday September 10, and then a 300 mile race on Sunday September 14. In each of the three races the first drop of birds is channeled off to a special compartment. Every bird in that drop (perhaps 30 birds) shares equally in the prize money and the pools that they are entered in. Likewise, every bird in that drop receives one point at the 100 mile race, or two points at the 200 mile race, or three points at the 300 mile race.

The second drop is also channeled off to a special compartment. Birds in that drop will share equally in any unclaimed pools that they are entered in. At the 200 mile race each of those birds also receives one point, and at the 300 mile race, each bird receives 2 points towards the Triple Crown Championship.

The third drop is likewise channeled off to its own special compartment. Birds in that drop will share equally in unclaimed pools, if any, at this stage of the race. Birds in the 3rd drop at the 300 mile race also earn one point towards the Triple Crown Classic Championship. If any bird should happen to win points in all three races, it would earn a bonus point! Simply put....THE BIRD WITH THE MOST POINTS WINS!!

This event will be a great social time. Many locals as well as out of towners will come to enjoy a barbecue and get saturated in "pigeon talk". What is nice too, is that there will be "GREEN ON THE SCENE".

We have a well experienced quality team of fanciers on the organizing committee. We are honest, reliable, and hard working. A race is only as good as the people running it. To help ensure that the race is totally fair and above board, no member of our team is allowed to participate either directly or indirectly in the race itself.

Our team is lead by Jim McInnes, with Don Bain - Chartered Accountant - Treasurer. Warren Brailsford, Len Santos, Alex Kondraki, Tom White - Club President.

It has been a challenge at times, building in the Winter, but the loft is shaping up to be an excellent facility for this race. The birds will have lots of room, sunlight, and fresh air in the loft. Birds that are lost or injured will be able to be replaced. We feel strongly that good communication is imperative to meet all of our objectives, and to keep the breeders fully informed.

So fellow fanciers, gather up your very best candidates for this one. Plan to attend and enjoy the excitement of the races and the camaraderie and fellowship of your friends, as well as

super competition. Refreshments will be available for your enjoyment. This could be an excellent opportunity to walk away with "Big Bucks", a custom framed photograph of the winning bird, and a lovely Canadian Inuit Soapstone Carving! At the very least, you will have the memory of a great time and the satisfaction of having participated in the First ever International Triple Crown Classic to be held in Canada.

Dr. Steve Weir of Catoosa, Oklahoma, has graciously offered to facilitate the paper work and shipping of American birds. Canadian birds can be hand delivered or sent by air (plane that is) to Pearson International Airport in Toronto. We will gladly assist those out of town fanciers in finding Hotel accommodations, if needed. Perhaps you could use this race as a great excuse to go on a nice vacation. We all deserve a break now and then, don't you agree? What better excuse could you have?

We feel so strongly about the concept of this race that we are looking upon it this year as only the beginning of an annual event. We are very excited about it, and hope that you will be too. Remember, folks, think big and our sport will surely prosper. Hope to see you in September.

Sincerely yours,

Warren Brailsford

* Please note: Additional information and official rules are available upon request from: Don Bain - 95 Intrepid Dr., Whitby, Ontario L1N8S3 (905) 668-9254

Warren Brailsford - Thickson Point, RR #2 Whitby, Ontario Canada L1N5R5 (905) 576-1979

Jim & Judy McInnes - 333 Kendalwood Dr., Whitby, Ontario, Canada L1N2G2 (905) 723-9981 Fax (905) 723-6399

Racing Pigeons, Bird Strikes, and Aircraft Hazards continued

he provided on the sport of pigeon racing. D. Bulman, S. Wright and R. Dolbeer for bird strike data, and M. Langguth for aircraft maintenance information.

Literature Cited:

Bloekpoel, H. 1976. Bird Hazards to Aircraft. Clarke, Irwin & Co., Ltd. Canada. p.60.

Dolbeer, R.A., S.A. Wright and E.C. Cleary. 1995. Bird and Other Wildlife Strikes to Civilian Aircraft in the United States, 1994. U.S. Department of Agriculture-Animal and Plant Health Inspection Service-Animal Damage Control-Denver Wildlife Research Center interim report for the Department of Transportation, Federal Aviation Administration. 38pp.

November 25, 1996

Dear Mr. Kinney,

Enclosed is an article I would like to have published in your magazine, The Thoroughbred. I appreciate all the information you have provided for me concerning racing pigeons. I didn't realize that racing pigeon owners had such a great love for the sport and for their birds. I hope this article will alert racing pigeon owners of the dangers their birds can cause at airports. In many cases wild birds that are resident to the immediate area surrounding an airport are fairly easily dispersed. But racing pigeons simply cross an airport quickly and are almost impossible to control. I believe that racing pigeon owners and wildlife biologists can work together to create safer skies for all who fly.

Sincerely,
Robert Sliwinski,
Wildlife Biologist

Sliwinski, Robert P. 1997.

Racing pigeons, bird strikes, and aircraft hazards. Thoroughbred Magazine 11:12,22.

Racing Pigeons, Bird Strikes, and Aircraft Hazards

Robert P. Sliwinski, Wildlife Biologist, U.S.
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Have you ever wondered what became of your racing pigeon when it did not return home? Was it shot by a hunter, or snatched out of the sky by a Peregrine falcon. If your bird's route included crossing an airport during a race or training, it may have been hit by a plane.

Birds and other wildlife on airports are known to cause hazards to departing and arriving aircraft across the country. When a bird crosses the flight path of an aircraft and strikes a plane, it is referred to as a "bird strike". Approximately 2,200 bird strikes are voluntarily reported to the Federal Aviation Administration (FAA) annually by pilots, control tower personnel and others. However, only about 20% of all bird strikes are reported to the FAA, so the actual number of strikes to civil aircraft probably exceeds 10,000/year. The U.S. Air Force, which has mandatory reporting system, reports 1,700 strikes/year.

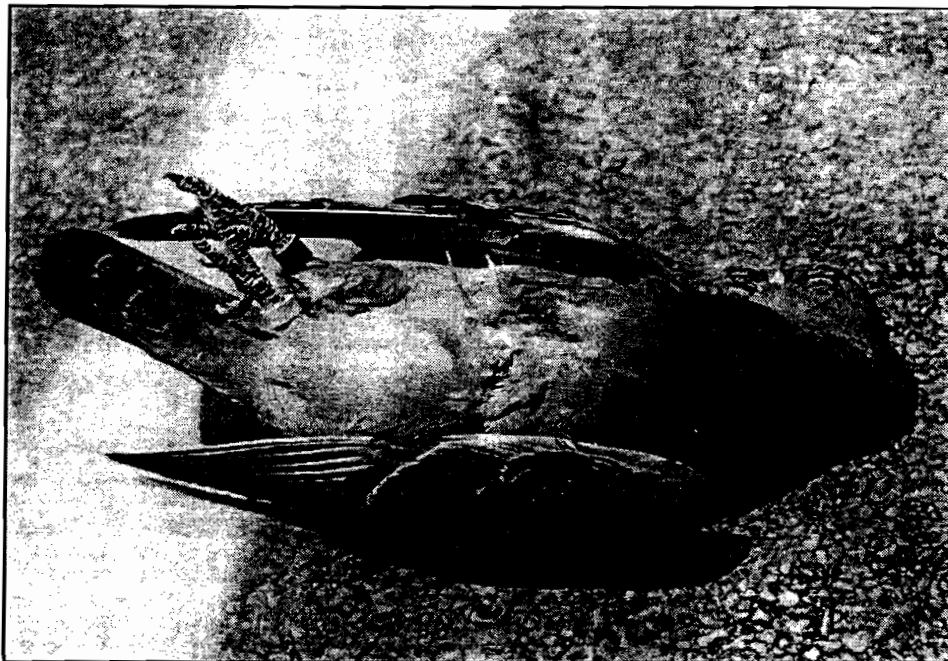
Bird strikes can cause serious damage to aircraft, including the loss of aircraft and passengers. In 1960, a Lockheed electra crashed after take-off when it ingested a flock of starlings into its engines. Sixty passengers on board died. In 1995, a flock of Canada geese was responsible for the crash of an E-3 military surveillance aircraft in Alaska. Twenty-four personnel perished. Annually, bird strikes cost the air transport industry over \$200 million in the United States (Dolbeer et al. 1995).

There have been a number of incidences where racing pigeons have been struck by aircraft. Three major international airports have recorded a total of 13 racing pigeon strikes from 1984-1996. Although none of these bird strikes caused any significant damage, at least one of the incidences caused a commercial aircraft to return to the airport after striking four racing pigeons out of a flock of 20. All the birds found were banded and two of the four had removable pink bands. Fortunately, the aircraft was not damaged nor was anyone injured. The aircraft was put back into service after being delayed for over an hour.

Many airports have active wildlife management programs that use habitat manipulation and pyrotechnic harassment to discourage bird use. However, racing pigeons are difficult to manage because they only cross airports occasionally. Therefore, I would like to alert racing pigeon owners that their birds, while passing through airport airspace, pose threats to aviation safety. While many pigeon species are normally considered a hazard because of their size and tendency to fly in flocks, racing pigeons wear a metal band that may cause a bad engine ingestion to be worse (Bloekpoel 1976). The most probable reason racing pigeons are involved in bird strikes is that an airport lies between the starting and endpoint of a race or training route.

Liability is another important issue. Can racing pigeon owners be held liable if their pigeons were found to be responsible for aircraft damage or an aircraft accident? According to an international aviation insurance company, the answer is yes. Owners of racing pigeons can be personally responsible for civil damage arising out of an

aircraft accident. Any damage incurred to an aircraft is expensive. Commercial aircraft inspections can cost as much as \$500 depending if an engine ingestion occurred. Parts commonly damaged by birds include the nose cone or radome (replacement costs average \$46,000 for full range of aircraft in a fleet) and engines (up to several million dollars for a single engine). In addition, there are indirect



Racing pigeon struck by aircraft 1996 R. Sliwinski

costs associated with delays and passenger rerouting if the aircraft needs service.

However, owners and clubs can help reduce racing pigeon hazards to aircraft by following some simple guidelines.

- * Refrain from releasing racing pigeons at or near airports, whether for training, exercise or racing;
- * Avoid races or training routes where your birds may cross major metropolitan airports.

Wildlife biologists and racing pigeon owners can work together to promote aviation and racing safety through awareness and education. In this case, your actions can make a two-fold difference, increasing the safety of passengers and your birds.

I would like to thank R. Kinney from The Thoroughbred Racing Pigeon Magazine for the useful information